

2: Master Plan Area

A. THE ALEXANDER STREET MASTER PLAN AREA

The Alexander Street Master Plan Area, shown in Figure 2-1, is coterminous with the Alexander Street Urban Renewal Area and the proposed Alexander Street Brownfield Opportunity Area (BOA).

The Master Plan Area is located along the Hudson River just north of downtown Yonkers. The area is generally bounded by the Hudson River to the west, Wells Avenue to the south, the Metro-North Railroad right-of-way to the east, and the northern end of Trevor Park and JFK Marina Park to the north. In addition, two small areas immediately east of the railroad tracks are included, comprising seven parcels along Wells Avenue and the two city blocks bounded by the railroad tracks, Ashburton Avenue, Warburton Avenue, and Babcock Place.

In total, the plan area consists of 85 tax parcels comprising approximately 153 acres. These 153 acres include approximately 112 acres of land area and approximately 41 acres of water. Several waterfront parcels contain land and the waters of the Hudson River. The Master Plan Area extends approximately 1.3 miles from north to south and ranges in width from approximately one-tenth to two-tenths of a mile. Figure 2-2 provides an overview of key features and buildings in the area.

This Master Plan area also encompasses two City of Yonkers parks: Trevor Park and JFK Marina Park. These City-owned properties contain important public open spaces that have been integrated into the redevelopment plan to promote a continuous open space system along the waterfront. For organizational purposes, this document refers separately to the JFK Marina/Trevor Park Area and the Alexander Street waterfront area.

The land comprising the planning area is largely urban fill, with the Alexander Street waterfront area and JFK Marina Park being composed entirely of urban fill material. The fill was deposited over a 100-year period as the City of Yonkers expanded into the Hudson River and extended its industrial and commercial district westward to create additional land and improve shipping access to the wharfs along the river's edge.

Trevor Park and the inland parcels are generally situated on urban soils. The Hudson River shoreline in the Master Plan Area is almost entirely defined by bulkheads in varying states of repair. The river's shoreline in the north-central segment of the Master Plan Area, between the former BICC Cable Corporation site and the Glenwood Power Station site, consists of a narrow band of loose fill material (i.e. there is a narrow strip of fill and gravel between the railroad tracks and water).

The shoreline of the 2-acre Habirshaw Park consists of a recently restored demonstration tidal marshland area encompassing approximately 10,000 square feet of tidal marshland

Master Plan Area

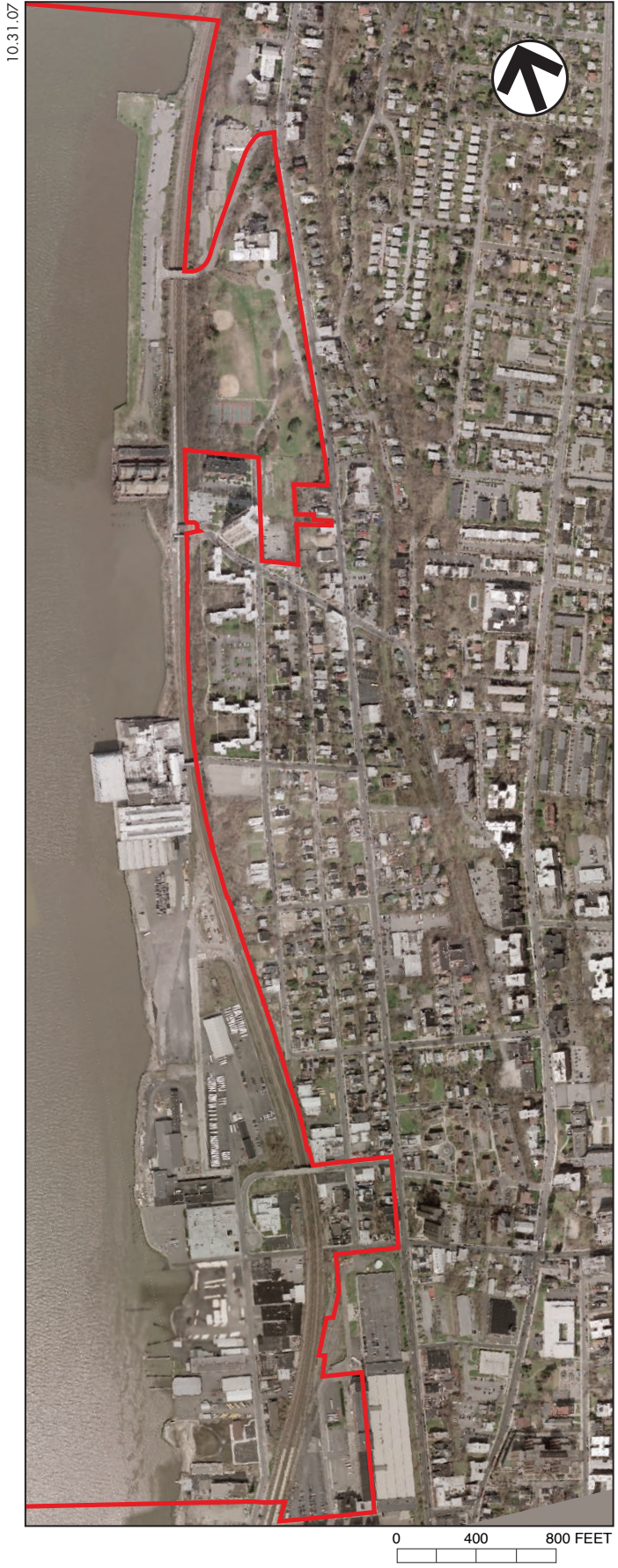


Figure 2-1
Master Plan Area Aerial Photograph

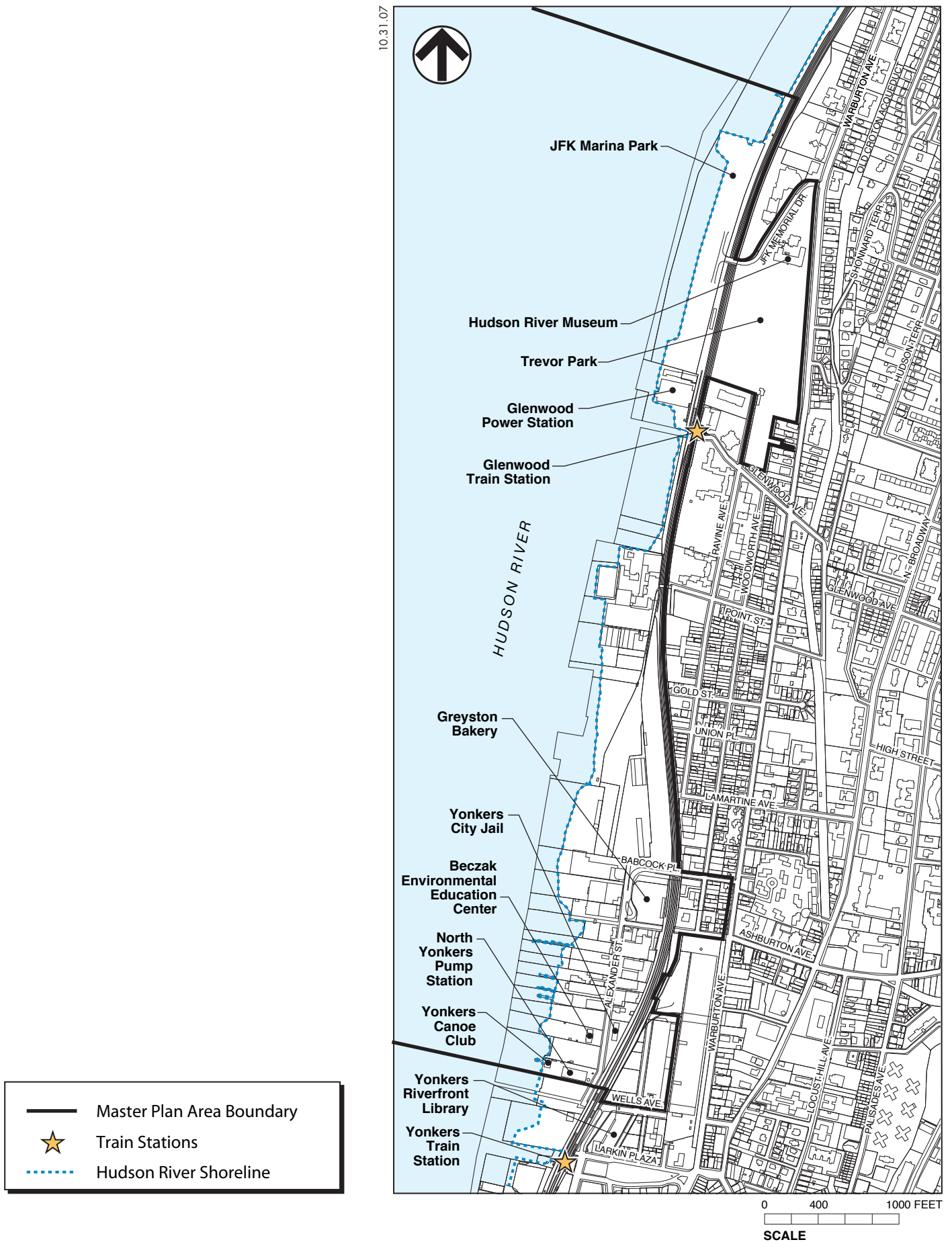


Figure 2-2

Important Master Plan Area Features

habitat that was established for educational purposes and as an experiment to determine the long-term viability of tidal wetland restoration. In several places along the shoreline, deteriorated pilings are visible in the river where piers, wharves, and other in-water facilities were formerly located.

B. LAND USE

Currently, the prevailing land uses of the Alexander Street Master Plan Area are industrial, vehicle maintenance and storage, limited manufacturing, public services, parkland, and education (see Table 2-1).

Table 2-1
Existing Land Use

Facility/Land Use	Acres	Percent
Parks	32.8	21.4
Vacant/vehicle storage	27.5	18.0
Transportation	26.9	17.6
Industrial/commercial	19.7	12.9
Community facility/public service	5.0	3.3
Residential	0.5	0.3
Water	40.6	26.5
Total	153.0	100
Notes: Area calculations exclude in-water parts of parcels.		

The built environment is generally characterized by low-rise industrial buildings, many of which are deteriorating; parking lots and outdoor storage; and railroad yard areas. Figure 2-3 shows land uses in the Master Plan Area.

Most of the Alexander Street waterfront area is in private ownership. Public lands consist of parcels owned by the City of Yonkers, including the City Jail and parklands, discussed above. The City of Yonkers also controls parcels that have been acquired by the Yonkers Industrial Development Agency and the Yonkers Alexander Street Redevelopment Corporation. These parcels are not publicly accessible and are being held for future redevelopment purposes, including the purposes set forth in this Master Plan.

The other public agency owning land within the Master Plan Area is Westchester County. The county's Habirshaw Park, discussed above, is a publicly accessible 2-acre parcel at the southern end of the Master Plan Area. The Beczak Center is located in a county-renovated building in Habirshaw Park. The former Habirshaw Club building housing the Beczak Center has undergone a nearly \$500,000 renovation. This parcel is subject to a conservation easement held by Scenic Hudson, Inc. The river's shoreline at Habirshaw Park consists of a restored tidal marsh area.

Immediately adjacent to this small park is the county's North Yonkers Pump Station. This property does not offer public access to the river; however, the Yonkers Canoe Club is situated on the southern edge of the Pump Station's property.

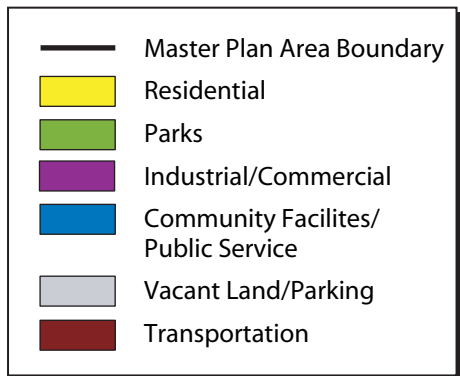


Figure 2-3
Existing Land Use

This quasi-public facility (it is a membership-only club, yet membership is broadly open to the public) provides canoe and kayak access to the Hudson. Despite the presence of these public access points, the general land ownership and land use pattern of the Master Plan Area is highly restrictive in respect to access to the Hudson River.

The JFK Marina and Trevor Park area comprises two adjacent City of Yonkers parks: JFK Marina Park and Trevor Park. Trevor Park includes passive recreational space, athletic fields, and courts. These two parks, with a combined area of approximately 30 acres, are separated from each other by the Metro-North Railroad. JFK Marina Park is accessed by JFK Memorial Drive, which is the northern boundary of the Master Plan Area. JFK Memorial Drive enters the park by crossing the Metro-North tracks by way of an overpass. This is the only access to JFK Marina Park at the present time.

Trevor Park is accessed by a main entrance on Warburton Avenue, a secondary entrance with limited parking on Ravine Avenue, and through an informal entrance along JFK Memorial Drive, near the railroad overpass.

JFK Marina Park has approximately 1,800 feet of direct frontage on the Hudson River, along which the public has access. The sheet bulkheads along this waterfront are, however, deteriorating, and soil subsidence is evident. A fence inhibits direct access along most of this waterfront area. JFK Marina Park also contains one of the few municipal boat ramps in the Lower Hudson region. During seasonal use periods, the City Parks Department installs finger docks adjacent to the ramp to facilitate kayak and small boat launching. Approximately 30 boat trailer parking spaces are provided in the park, adjacent to the launching ramp. The park has approximately 130 additional vehicle parking spaces used by park visitors and occasionally by visitors to the nearby Hudson River Museum.

East of the railroad tracks, Trevor Park is the site of the Hudson River Museum, which is composed of the Trevor House, which is listed on the National Register of Historic Places, and the attached 1960s-era modernist museum building. A major renovation and improvement program is underway to increase the accessibility and utility of the museum. Included in the Museum's plan is a new amphitheater and walkway improvements that are designed to better connect Warburton Avenue with the Museum and provide passage to the lower levels of Trevor Park, adjacent to the entrance to JFK Marina Park.

C. TRANSPORTATION ACCESS

Access to the Master Plan Area is limited to public roadways, including Wells Avenue, Babcock Place, and Ashburton Avenue. JFK Memorial Drive also provides access to JFK Marina Park. Ashburton and Wells Avenues are two-lane roads that enter the area via underpasses beneath the Metro-North Railroad tracks; Babcock Place enters via an overpass over the tracks. Both Babcock Place and Ashburton Avenue enter the area roughly at its mid-point, whereas Wells Avenue enters the area at its southernmost extremity.

The inland parcels located to the east of the tracks are accessed by Warburton and Wells Avenues. At the northern end of the Master Plan Area, JFK Memorial Drive provides access to JFK Marina Park and the segment of the waterfront on which the Glenwood Power Station is situated. Warburton Avenue provides the primary access to Trevor Park and the Hudson River Museum.

The southern portion of the Master Plan Area is adjacent to the Metro-North Yonkers station, and the Glenwood station is adjacent to the mid-northern section of the planning area, adjacent to the former Glenwood Power Station site. Figure 2-4 illustrates the key access locations to the Master Plan Area as well as important transportation features. *

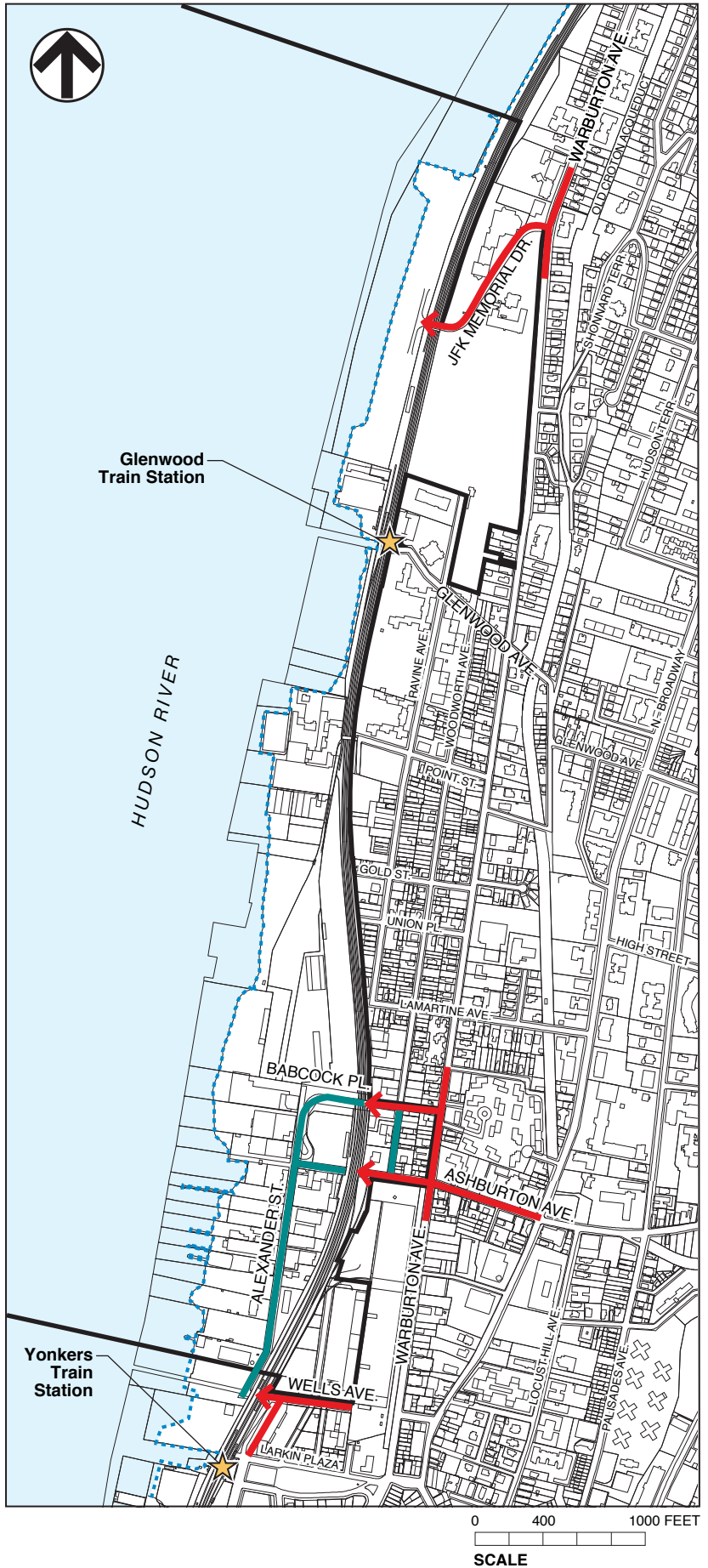
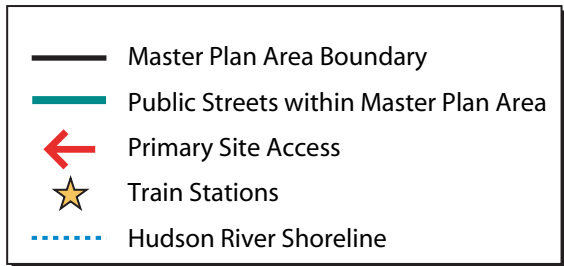


Figure 2-4

Master Plan Area Transportation Access